IN THE SPECIFICATION:

On page 1, immediately following the title please insert headings as follows:

BACKGROUND OF THE INVENTION

Field of the Invention

On page 1, after line 3 please insert a heading as follows:

Description of Related Technology

On page 3, after line 2 please insert a heading as follows:

SUMMARY OF THE INVENTION

Please delete the paragraph beginning on page 3, line 3.

On page 3, after line 5 please insert paragraphs as follows:

In one embodiment, the invention provides a wheel for goods wagons, with a measuring circle diameter of 330 mm to 760 mm, the wheel profile being defined by an inner wheel rim or tire front face, an inner wheel flange flank, a top of the wheel flange, an outer wheel flange flank, a groove of a running profile, a running surface, a gradient of an outer running surface section, an outer bevelling of the running profile, and an outer wheel rim or tire front face, wherein the wheel profile in the region of the groove of the running profile and of the running surface is described by the following coordinates ($X_{1\text{ to }4}$, $Y_{1\text{ to }4}$) in a solid coordinate system whose origin (x = 0, y = 0) lies in a measuring circle plane, which coordinates lie between the ranges of values indicated[[.]]:

	X_{max}	X_{min}	Delta X		Y_{max}	Y_{min}	Delta Y
X_1	-39,791	-43,979	4,189	Y_1	15,683	14,189	1,494
X_2	-29,109	-32,173	3,064	Y_2	3,823	3,459	0,364
X_3	-15,398	-17,018	1,621	Y_3	1,098	0,994	0,105
X_4	-4,042	-4,468	0,426	Y_4	0,223	0,201	0,021

In another embodiment, the invention provides a wheel for goods wagons with a measuring circle diameter of 760 mm to 1000 mm, having a wheel profile defined by an inner wheel rim or tire front face, an inner wheel flange flank, a top of the wheel flange, a outer wheel flange flank, a groove of a running profile, a running surface, an inclination of an outer running surface section, an outer bevelling of the running profile, and an outer wheel rim or tire front face, wherein the wheel profile in the region of the groove of the running profile and running surface is defined by the following coordinates ($X_{1\ to\ 4}$, $Y_{1\ to\ 4}$) in the solid coordinate system whose origin (x = 0, y = 0) lies in the measuring circle plane, which coordinates lie between the ranges of values indicated:

	X_{max}	X_{min}	Delta X		Y_{max}	Y_{min}	Delta Y
X_1	-37,311	-41,239	3,928	Y_1	14,157	12,808	1,348
X_2	-27,028	-29,873	2,845	Y_2	3,693	3,341	0,352
X_3	-13,175	-14,561	1,387	Y_3	0,954	0,863	0,091
X_4	-2,342	-2,589	0,247	Y_4	0,129	0,117	0,012

On page 4, before line 1 please insert a heading as follows:

BRIEF DESCRIPTION OF THE DRAWINGS

The paragraph beginning on page 4, line 1 has been changed as follows:

Two embodiments of the invention are described in detail in the following with reference to the drawing figures.

On page 4, after line 10 please insert a heading as follows:

DETAILED DESCRIPTION

The paragraphs beginning on page 4, line 19 have been changed as follows:

The wheel profile for small wheels is described by ~~10~~ ten ranges, each of which lies between points 1 to 11. The profile is described in the solid coordinate system, whose origin (y = 0, z = 0) lies in the measuring circle plane (750 mm from the central wheel set plane). The wheel profile described is determined for wheel sets which have a wheel size that must be adhered to according to the international regulations (RIC, RIV, UIC), particularly for a wheel size of between 14.21 and 14.26 mm.

The paragraph beginning on page 5, line 4 has been changed as follows:

Radius R16 of the circle about center M4 lies in a tolerance range of between 15 mm and 18 mm, and runs into the flank area of the wheel flange at a distance of 30 mm to 32 mm measured from the point of wheel loading on the wheel flange. Radius R83 about center M5 lies in a tolerance range of 80 mm to 84 mm, in which the centers vary accordingly. Radius R303 about center M6 lies in a tolerance range of between 300 and 305 mm, and commences at a point from 4 mm to 6 mm from the center of the measuring circle, in which the centers vary accordingly. In the preferred embodiment the radii are 16 mm, 83 mm, and 303 mm.

The paragraph beginning on page 5, line 15 has been changed as follows:

Because of the relatively large radius R 303 about center M6, in the range of 300 mm to 305 mm, and because of the connecting radii about centers M5 and M4 of 80 to 84 mm and 15 mm to 18 mm respectively, combined with a reduced wheel size, a lower equivalent conicity is obtained when the wheel sets run out onto a straight line. On entering tight curves there is a relatively steep rise in the wheel profile contour where the wheel comes into contact with the wheel set at approx. 16 mm from the center of the measuring circle (diameter), viewed in the direction ~~of~~ of the flange flank, this being due to the relatively small radius ranging from 80 mm to 84 mm about center M5. Therefore a sufficiently large ΔR function is generated to provide the wheel set, ~~whilst~~ while running in curves, a correspondingly large setting moment

due to the tangential longitudinal slip throughout the rail gradient range of 1:20 to 1:40 and beyond. The radius about center M4 (15 mm to 18 mm) connecting to the radius about center M5 (80 to 84 mm), on the transition to the flank surface inclined at 75°, is therefore larger than in the wheel profiles of prior art. When the wheel flange is contacted, a smoother behaviour, without impact, is guaranteed. Consequently this area, with rail profile UIC60 (gradient 1:20 and 1:40) experiences a "more constant" first derivation of the ΔR function. Therefore there can be no two-point contacts between the wheel tire profile and the rail profile either.